

FAA's been working to keep the skies a safe place to soar for half a century

By Sheridan R. Hansen
Deseret News staff writer

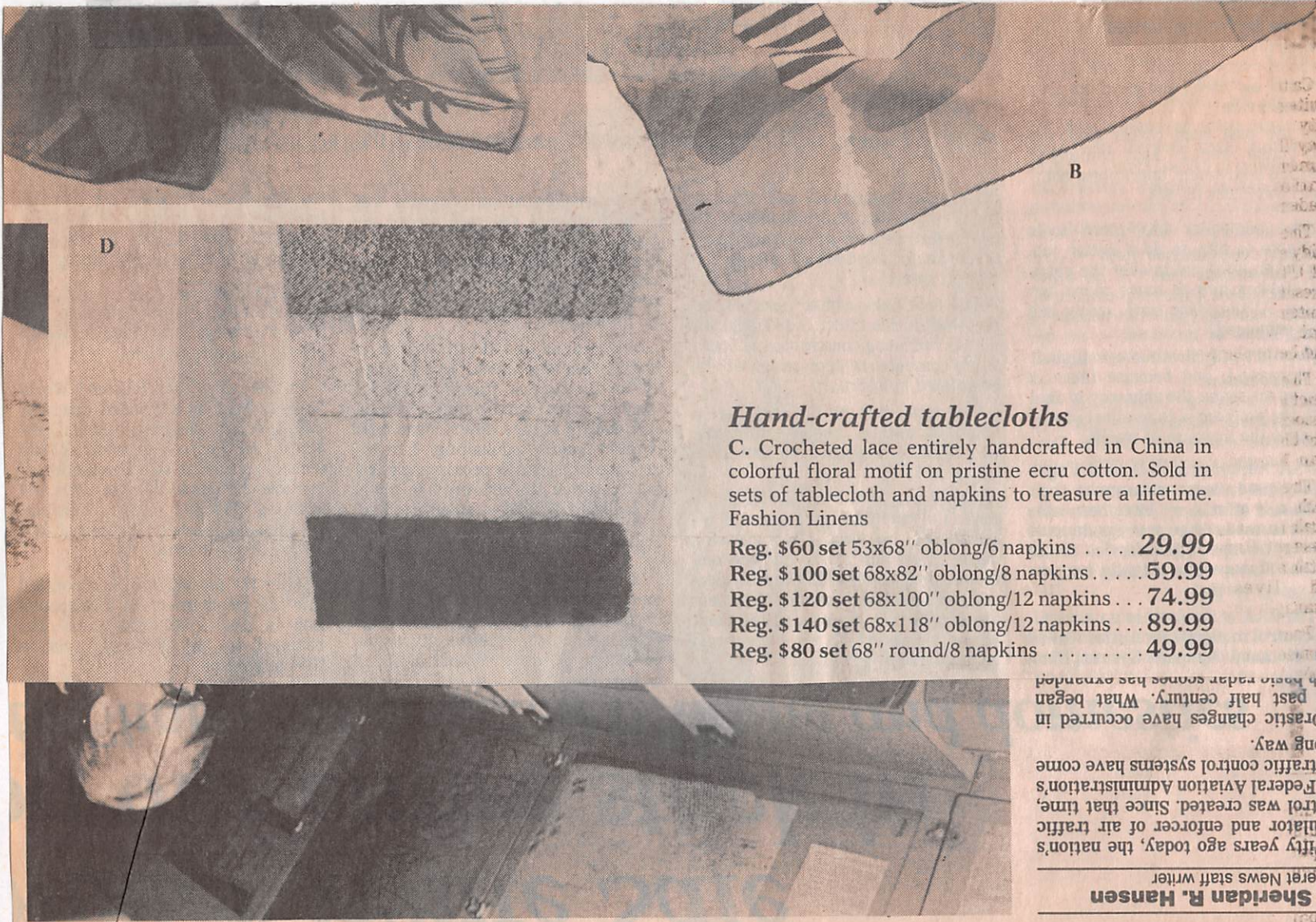
Fifty years ago today, the nation's regulator and enforcer of air traffic control was created. Since that time, the Federal Aviation Administration's air traffic control systems have come a long way.

Drastic changes have occurred in the past half century. What began with basic radar scopes has expanded

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Heber airport gets asphalt

25 May 1987

HEBER CITY — Men and machinery began digging up the Heber City airport last week to prepare it for a new, 75-by-4,400-foot layer of asphalt.

The \$90,984 construction contract was awarded to Gibbons and Reed, and \$82,725 worth of new lighting will be installed by Hamilton Electric, both Salt Lake firms. A new device will be installed that makes it possible for pilots to turn the lights on and off by remote control so the lights will not have to be left on 24 hours a day.

The city will pay about \$28,000 toward the project. The Federal Aeronautics Administration will pay 90 percent of the costs and the State Aeronautics Board will pay about 4.5 percent.

The project is scheduled to be completed by mid-August.

Renovated runways open in Heber

By SONNI SCHWINN
Wasatch Correspondent

HEBER CITY — The new \$600,000 Heber City Airport runway, complete with remote-controlled lighting, has opened for business.

The city council has already begun procedures to fund an extension of the runway so that it can serve small jets in about two years.

Randy Freston, project engineer, said the Federal Aeronautics Administration (FAA) has given their approval to the improvements. "They were really pleased with the way the airport had been constructed....In our review everything looks shipshape."

Hamilton Electric Company has installed new lighting fixtures, including a precision approach path indicator which isn't in service yet. The system will allow the lights to remain off until a pilot signals them on by radio.

The width of the runway was reduced from 100 to 75 feet because that is all that is required by the FAA and all it would fund. Lee Rowser, the new fixed-base operator, said he is concerned that it may be too narrow for gliders, but said he didn't object to them and was considering several possibilities to accommodate them temporarily.

He said a taxiway parallel to the runway and turnarounds at each end of the runway will be included in the extension project. These will make it



Local officials and workers gather to inspect new equipment at the Heber City Airport.

Sonni Schwinn photo

"They were really pleased with the way the airport had been constructed....In our review everything looks shipshape."

Randy Freston
project engineer

6 Oct 1987 Tues

more suitable for gliders.

Roswer said a limousine service is available to take people from the airport to

nearby facilities and rental cars will be available soon.

"One of the reasons the airport hasn't been able to be

developed has been because once people got here they've been stranded."

Rowser said he also plans to paint and clean up the interior immediately and will landscape, put a "facelift" on the exterior, install vending machines to provide snacks and hopes an instrument approach system will eventually be installed.

Wasatch Wave Heber City, UT 84032 Wednesday, February 3, 1988 3A

Wasatch Wave Heber City, UT 84032 Wednesday, February 3, 1988 3A



A CBS News crew landed in a Lear 35 at Heber City Airport Jan. 28 to cover the Singer story. Lee Rowser, airport manager, reported it was the second Lear to land in two weeks. Jets don't have any trouble using the airport during the winter months when the air is cool, but the runway isn't

long enough to accommodate them in the summer when the air is thinner. Rowser hopes many more planes of this type will use the airport after it's expanded, probably in 1989. He hadn't heard any complaints about noise, but he was directing jets to avoid flying directly over the city.

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Page 14 — THE HERALD, Provo, Utah, Sunday, April 17, 1988

Heber approves work at airport

By SONNI SCHWINN
Wasatch County Correspondent
HEBER CITY — The Heber City Council gave preliminary approval last week to repairing and expanding the existing airport facility at an estimated cost of between \$10,000 and \$12,000 from city funds.

The balance of \$100,000 to \$150,000 will be paid by the Federal Aeronautics Administration, according to Randy Freston, project engineer.

This proposal does not include expansion of the runway to accommodate small jets, which the FAA has tentative scheduled to take place during the next two years.

In addition, the airport fixed-base operator, Lee Rowser, has begun construction of new hangars with 20 additional stalls.

Freston explained that there are some depressions in the asphalt which needed to be filled and leveled, and cracks that need to be repaired. The turning areas will be expanded, the parking lot will be

paved, and a 20 by 30 foot concrete pad will be put under the gas tank, according to the new proposal.

Rowser said there are already six planes, including turbo props, waiting to move into the airport and about six more committed to moving when the new hangars are completed.

"These people buy a lot of fuel, which helps all of us. The gasoline distributors in town and their employees. I think this is going to be a great addition to our airport and improve our stature. There are a lot of Park City airplanes that park in Salt Lake now that we might as well be getting the taxes from. When they're based here, they pay taxes in Wasatch County," he said. He said when the airport is annexed to Heber City, the taxes will go to the city.

Freston said the FAA is committed to the Heber airport with the approximately \$.5 million invested during the recent runway resurfacing.

Heber City Plans Airport Improvements Before Expansion

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Mr. Rowser pointed out that areas where concrete and asphalt are breaking up will eventually have to be dug up and replaced if the repairs aren't made soon.

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"These people buy a lot of fuel, which helps all of us ... the gasoline distributors in town and their employees. I think this is going to be a great addition to our airport and improve our stature. There are a lot of Park City airplanes that park in Salt Lake now that we might as well be getting the taxes from. When they're based here, they pay taxes in Wasatch County," he said. He said when the airport is annexed to Heber City, the taxes will go to the city.

Mr. Freston said the FAA is committed to the Heber airport with the approximately \$.5 million invested during the recent runway resurfacing. He said the FAA's proposed budget for the repairs and resurfacing is about \$100,000, but could go as high as \$150,000, and recommended that the city take advantage of all that is offered. Heber has to provide a ten percent match for all FAA funds used.

Mayor Gordon Mendenhall, who is on the committee to move the landfill from its present site adjacent to the airport, said he is certain it will be closed by July 1, the deadline set by the FAA.

Pilots should be screened more carefully by airlines, federal agency tells FAA

7-21-88

WASHINGTON (AP) — A congressional research agency, citing the increasing rate of aviation accidents involving pilot error, says the federal government should encourage airlines to tighten their screening of people flying the nation's crowded airways.

The General Accounting Office report released this week stopped short of calling for new regulations, but says the Federal Aviation Administration should encourage commercial air carriers to use the government's computer files to verify records of pilot safety.

The report by the GAO, a bipartisan research arm of Congress, said airlines, spurred by deregulation, hired some 9,700 new pilots a year over the last four years.

The National Transportation Safety Board, meanwhile, cited pilot error as a factor in 95 percent of all commuter plane accidents and 63 percent of major airline accidents in 1985.

Between 1980 and 1984, by contrast, 57 percent of commuter accidents and 42 percent of major airline accidents had pilot error as a factor, GAO said.

"The high percentage of accidents and incidents in which pilot error was a factor, and accidents involving pilots with a history of safety transgressions, indicate that airlines should use available resources to help assure that the pilots they hire fly as safely as possible," the report said.

The NTSB earlier this year pinned the blame on an Aug. 16 1987 crash of a Northwest Airlines flight at Detroit's airport on the failure of the two pilots to follow required checklist procedures for takeoff. The crash killed 156 people on board and a four-year-old girl survived.

The Air Line Pilots Association attacked the report when it was released in May, saying the safety board didn't give enough weight to mechanical failure of cockpit instruments.

In its report, GAO said the federal requirement for security checks involves only verifying pilots' employment history for the prior five years.

"Airlines are responsible for developing their own hiring criteria in line with corporate preferences," GAO said.

It said 62 percent of the airlines surveyed did nothing to verify pilots' certificates and 56 percent did not check with the FAA to check on past safety violations fliers may have.

The research agency said, for instance, that pilots of a commuter plane that crashed in Durango, Colo., in January had received warning letters from the FAA but the airline was not aware of the citations.

Airlines should be encouraged to use the FAA's own computerized listings, including the Accident Incident Data System and the Enforcement Information System, to verify what the pilots provide and to give a broader background of the pilots, GAO concluded.



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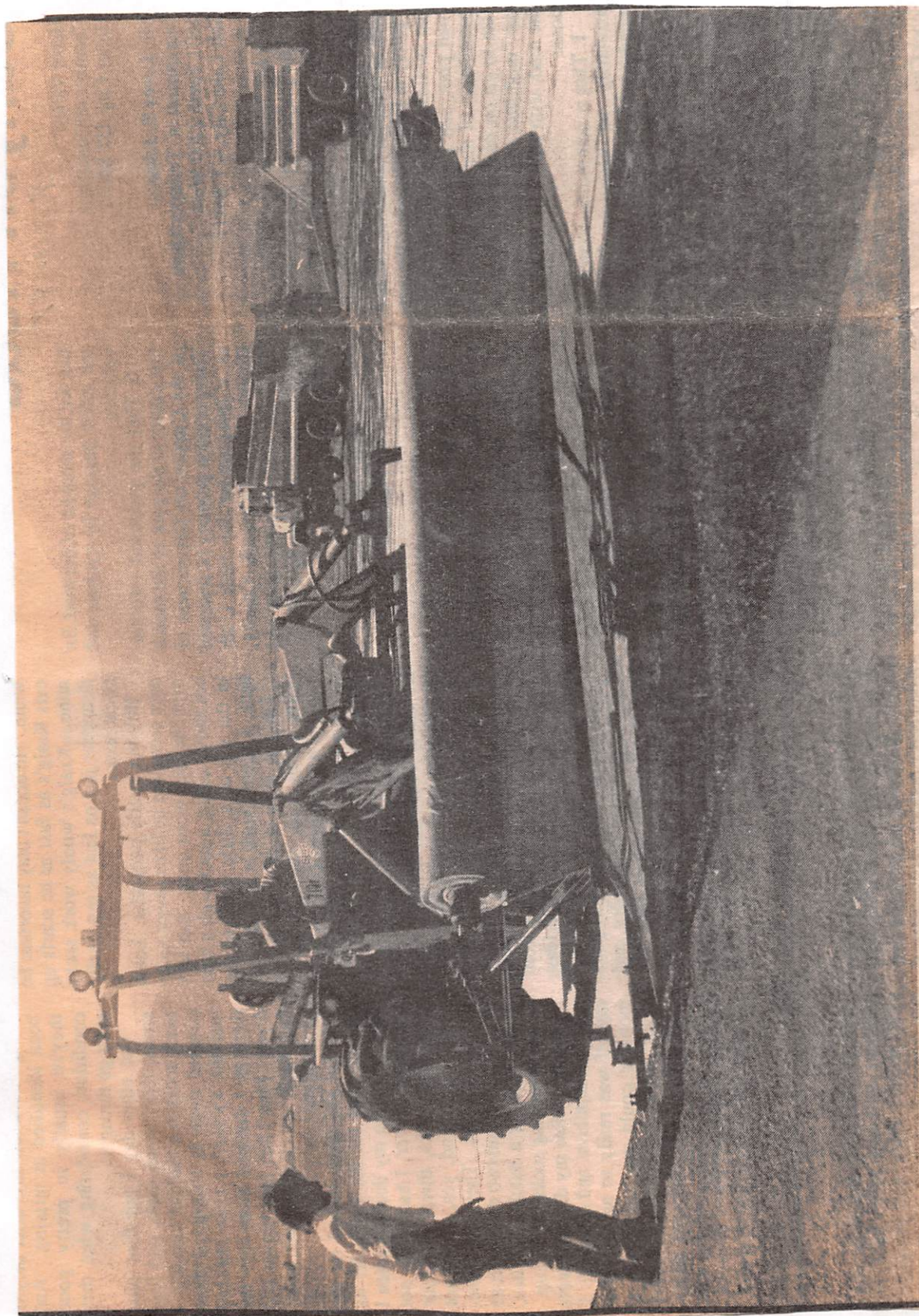
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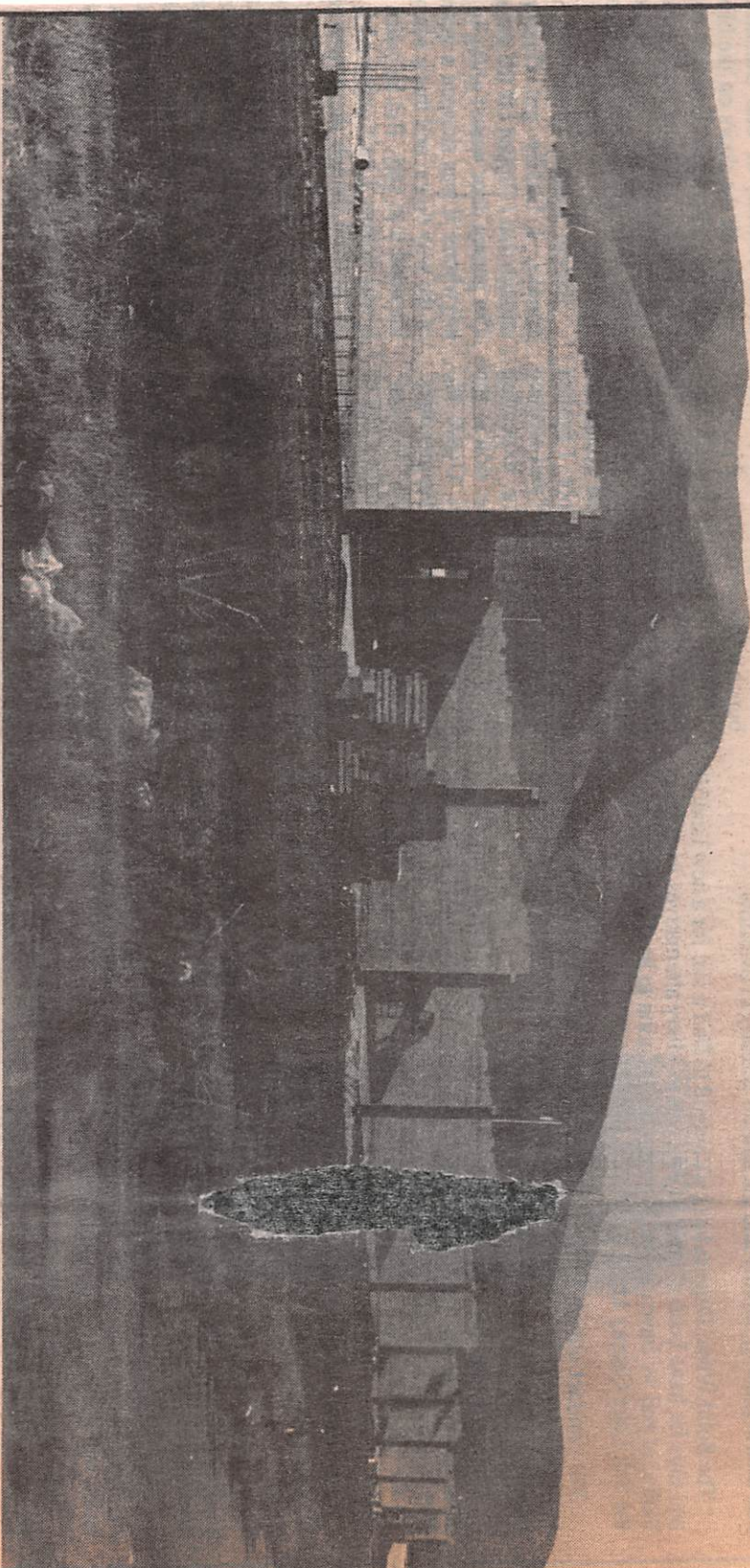
7 Sep 1988



Airport Gets Facelift

This year's improvements on the airport are almost completed, adding 16 new tie downs, for a total of 38, and a new automobile parking lot. The total cost to the city will be about \$15,000, with \$150,000 coming from the Federal Aviation Administration. City crews are also adding a new access road south of the airport, supervised by Lance Gardner, public works director. The paving contract was awarded to Staker Paving, Salt Lake City. "It's going to be a real nice facility and I think you'll fill it all up," said Derek Radke, Project Engineer, Uintah Engineering, Vernal. "It's going to attract a lot of people who just want to come up and fly." The new stalls probably will be full by next summer, he said. "They were parking planes in the dirt, this summer." The planes had to be untied while the work was done and were retied just in time to prevent damage when heavy winds hit, last Friday. New planes were due to arrive Tuesday.

9-14-88 wave



Airport Gets Hangars

Construction is nearing completion on fourteen new hangars that are under construction at the Heber Valley Airport. The new hangars are being built under the supervision of Lee Rowser, operator of the airport. The new hangars will provide storage for aircraft up to twin engine size. The hangars are being sold on a condominium basis with ownership of the hangars reverting back to the City at the end of a thirty year lease. The hangar construction is not costing city or county government as the buildings are paid for by the lessors. According to Mr. Rowser, the availability of hangars is attracting aircraft from other areas to be based in Heber Valley, this adds to our tax base.

County Report

County Asked To Help With Airport Expansion

16-26-88
Heber City Mayor Gordon Mendenhall asked the Wasatch County Commission to earmark some of the tax monies it will gain as a result of improvements at the City's airport, for the expansion planned during the next year. Although the Federal Aviation Administration paid 90 percent of the costs, he said the City's airport capital improvement budget is broke and can't afford its 10 percent share to complete the project.

He pointed out the County gets a share of the property, sales and gas taxes. In addition, he expects homes to be built along the new airport access road by people who commute in their own planes for business, which is a growing trend. He cited other examples to demonstrate that the County will benefit financially from the airport, but acknowledged that Heber City does plan to annex the area.

Chairman Lorin Allred said the Commission would take the suggestion under advisement.

Equestrian Park Plans

The Commission unanimously approved a proposal by the Mountainlands Association of Governments (MAG) to proceed with plans for an equestrian park in the Wasatch Mountain State Park and to appoint a committee from the County to work with MAG in the planning.

MAG representatives Homer Chandler and Shawn Seager, outlined preliminary plans for the proposed park, which they described as "ultimate and ideal," but which could be developed in stages according to priorities. The development would be primarily funded with Economic Development funds.

They said it was not their intent to take the lead in the project. They asked the Commissioners to specifically direct their efforts and tell them if they were on the right track or not, based on input from the community.

Marty Van Roosendaal, Superintendent of the State Park, said he felt the proposal was a great idea, but that developments in the park have to fit with its master plan. He said it would be okay to develop the facility in stages but that there would have to be a specific commitment to a definite plan and it would have to be approved by the State Legislature.

Trespassing Animal Fees

At the recommendation of Sheriff Edd Thacker, the Commission decided not to set specific fees to be charged when trespassing large an-

imals must be transported and cared for until they are claimed.

Sheriff Thacker said State law allows "fair compensation" for the service. He said he will determine what is fair in each situation, based on man-hours, equipment, food and other expenses.

County Buys Vehicle

The apparent low bid of \$11,050 for a 1989 Dodge Charger, submitted by Spencer's Auto, was tentatively accepted by the Commission. The price includes a \$9,293 total trade-in allowance for a 1982 Bronco and a 1974 GMC. The acceptance will become final after review of the vehicle to be sure it complies with the County's specifications.

Mining Claims To Be Identified

More taxes will be added to Wasatch County coffers after mining claims throughout the state, that have not been properly entered on County tax rolls, are identified,

according to Jerry Frazier, of the Mining-Utilities Section of the State Tax Commission. He said many of them are listed with no more than a name and "glorified address."

He said as of Jan. 1, 1988, patented claims, that had previously been assessed at 50 percent of market value, are now assessed at 100 percent. In addition, some of those claims, in which the mining ran out, are being developed for surface use, like the Mayflower project, which will increase their value. Identifying and taxing all the claim properties could mean "big dollars," he said.

Joe Dean Huber, Recorder-Surveyor, said the project will take about two months and that his office is already slipping behind in its workload. Jeff Bradshaw, Clerk-Auditor, said Mr. Huber's office needs a computer printer and that he would investigate possibilities for getting additional personnel to help. Mr. Frazier said some funds may be available to help.

Heber City Report

Airport Annexation To Begin

10-26-88

The Heber City Council unanimously approved a motion to begin the legal process of annexing the City airport area.

The owners of property in Wasatch County, bordering the south limits of Heber City, have signed a petition for annexation into the City, and Mayor Gordon Mendenhall said the process will probably be completed soon. Therefore, he recommended that the City proceed with its plans to annex further south so that the airport and any future development around it will be within the City limits.

The City will be improving and extending sewer service into the first area of annexation, probably next spring, and eventually, into the airport area.

Music on Main Street

The Council accepted an offer by Jim Fosgate and the Heber Rotary

to install a permanent sound system in the municipal building tower. Mr. Fosgate explained that it will include four speakers, facing in four directions, rather than the two installed temporarily for last year's Christmas season, and it will also produce a higher quality of sound.

He estimated the system will be worth \$6,000 to \$10,000, but with discounts, some used equipment, and free labor, it will only cost about \$2,500. The City wasn't asked to contribute any funds to the project.

He said a computer timer would control the times the music would be played, so it would require almost no attention and could be expected to be almost maintenance free.

Budget

Recorder Eleanor Nelsen reported that the budget is looking "pretty

good," but that it's "nip and tuck," so she cautioned the Council to continue to be careful in their spending.

She said what had been the capital improvement fund had been converted to a debt retirement fund to pay off the bonds on the new offices.

Mrs. Nelsen also pointed out that the proceeds from the sale of the old building was figured into the budget, so it needs to be sold soon. Mayor Mendenhall said he has three prospective buyers.

Wasatch County has indicated it might be interested in purchasing the building for an emergency building, and continue to house the fire engines there, as well as ambulances. The County is in the process of obtaining an Economic Development Block Grant for the project, but can't make a firm offer until the deal is authorized.

What's Good For The Airport is Good For Everybody 11-2-88

Heber City Mayor Gordon Mendenhall has come up with a great idea for the Heber City Airport that could benefit all of us. He proposed that the Wasatch County Commission consider putting some of the taxes generated by the airport back into a capital fund for airport improvements.

The Commissioners said they would consider the proposal, but none of them indicated how they felt about it. Before they make a decision, we would like to recommend that they say "yes" to the Mayor's request. Think of the precedent it would set for all of us!

The Mayor pointed out that, although the airport belongs to the City, since it is located in the County, the County is benefitting from the last two years' improvements. The County gets some of the property taxes, some of the personal property taxes on the airplanes stationed there, some of the gas tax on fuel sold, and some of the sales taxes collected. In addition, the airport brings in people with money to distribute among other businesses in the Valley, increasing their sales tax collections, he pointed out. More money would be circulated and another job or two could even be created.

Then he reported that the City needs to provide matching funds for the extension planned by the Federal Aviation Administration during the next year. However, he said the City's airport improvement fund is broke and that the City can't come up with its ten percent for matching funds. Since the County is gaining so much, he suggested that it would be reasonable for the County to earmark its windfall for airport improvements, which would go toward the match.

If the Commission agrees, the County and Cities would have a hard time getting out of doing the same for other businesses, especially those that have blown their wads on improvements during the past few years. Heber City, in particular, would have a hard time justifying turning down requests that it had been granted.

Those improvements to private businesses have, hopefully, increased business, just like those at the airport, thus increasing sales tax collections, and creating another few hours of work and

wages. The improvements probably increased the value of the property, raising property taxes. If new equipment or furnishings have also been added, up goes their personal property tax, too. And a portion of it all comes back to local municipalities.

But, after all that, who can afford to add any more improvements? If a percentage of those taxes were set aside for more capital improvements, everybody could! Then business would make more improvements, local governments could collect more, and more would be set aside for improvements, and round and round it could go, with everybody benefitting.

And, of course, homeowners shouldn't be left out. Their property values also go up when they make improvements. More for the government, more for more improvements, more taxes, more for improvements.

And, along the way, a local government would have more to work with. Maybe they could add a cop or two, a new road here, a new park there, some books for the library.

With all those good things happening, businesses might even take numbers to line up for acceptance into Heber's Industrial Park. Up goes employment, more taxes come in, and off we go again.

It's called prosperity.

It also seems to be a variation on the tax initiatives.

That makes us wonder if, better than rebates, taxes ought to just be lowered. Rather than sending our dollars through the bureaucratic sieve that keeps the "big stuff," we ought to be able to keep more of them in the first place.

It might work.



Construction of new hangars at the Heber City Airport hasn't been abandoned — just delayed. Lee Rowser, fixed base operator, said he expects the waiting tenants to be able to move in by March.

Airport Hangar Construction Delays Explained

4 Jan 89

Construction of 13 new hangars at the Heber City Airport, that was supposed to have been completed more than a month ago, has been delayed. But the construction money is in the bank and the fixed base operator, Lee Rowser, assures that construction will resume about Feb. 1.

He said the reason for the delay is that a Salt Lake sub-contractor did not order the structural steel, although he said he did and that it would be delivered by the end of October. Rowser said he found out about the 20th that it had not been ordered and that it takes 60 days for delivery after the order is placed.

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1 Large Hangar 181d9

Rowser said he found out the sub-contractor had been trying to get the County to lower the snow load requirements for the roof, which meant he could have negotiated a lower price for the steel. He said he became suspicious when he learned about it, because the steel had supposedly been ordered already, pre-engineered for the required snow load. However, the contract was fixed at a certain price, so the only one to benefit would have been the sub-contractor, Rowser said.

He reported that the sub-contractor had also requested money, but none was released to him. Rowser said the money is still in an escrow

account and the bank has supplied statements to the people waiting for the hangars to end rumors that the project has been scrapped.

He emphasized that the general contractor for the \$180,000 project, M-13 Construction, Springville, had nothing to do with the deception. He said the company was also "lead down the road" by the sub-contractor, who has now been replaced by Steelco, Salt Lake City.

The steel is expected to arrive about the first of February and construction should take about a month to complete, Rowser said.

Airport Use Up From Last Year

2-8-89

The Council approved a motion by Councilman Lincoln Rasband to publish an invitation for bids and to select an engineering firm to prepare an environmental impact statement, design and oversee the extension of the airport runway to 7,000 feet. Rasband said the money to begin and to acquire the right-of-way is already in place.

Lee Rowser, the fixed base operator of the airport, reported that when he took over, there were only two or three planes based in Heber, and that there are now 35, exceeding his expectations. He said he has begun to make a profit, but that he has also invested in equipment so that he now has a tug for moving planes and can de-ice them. He said half of his flight students are local, so the facility isn't only serving out-of-town pilots.

He said several jets had used the airport recently but that their flying patterns are away from the City. He said they climb so quickly that they make less noise than propellered planes. Mendenhall verified that he had heard no complaints about jets.

Rowser said a lot of planes are bringing people who ski in Park

City but that about 40 percent of them stay in Heber motels, eat in Heber restaurants, and rent cars here. He said he always encourages people to stay in Heber, but that many have already made their reservations in Park City. However, he predicted there will be many more skiers arriving in Heber after the runway is lengthened.

He also reported that construction has resumed on the new hangars and even continued through some of the snowstorms.

Heber Valley Airport an economic boon

5 Mar 1989
BY SONNI SCHWINN

Heber City Correspondent

Since the Federal Aviation Administration (FAA) is paying 95 percent of the costs to renovate and expand the Heber City Airport runway from 4,400 to 7,000 feet, people haven't protested very seriously against developing the facility.

One enthusiastic supporter is Lee Rowser, the fixed base operator (FBO).

Before the repairs and before Rowser began to do business as High Valley Aviation one and one half years ago, it was home base for three planes. The main business was gliders, only one type of gas was available, there were just four hangars, and the runway was full of what he described as "hills and valleys." But the FAA was already resurfacing the runway, committed to expanding it and to making other improvements.

Rowser submitted a bid to the city to become the HFO. Apparently his bachelor's degree and experience in accounting, 12 years experience as a pilot, and plans for the airport impressed the council. Members awarded him a 20-year contract, although they had only planned to start with a one-year lease.

Rowser had his eye on two markets: Park City planes based in Salt Lake City, and recreationists, particularly Park City skiers. His plan was simple: provide the services and facilities they need and the planes will come. He has fol-



Lee Rowser

lowed through and after only 18 months there are 35 planes based at the Heber City Airport, with more "waiting in the wings."

Rowser now provides three grades of gasoline, including jet fuel. He can de-ice, preheat and tow planes. He employs three mechanics with the equipment and expertise to do anything from overhauling turbo jets to fixing broken wings.

He has established a complete flight school, with an average enrollment of 20 students, about half of whom are local residents. He is a rental car dealer and Park City transportation provides shuttles to ski areas. In a pinch, rowser will drive people to the ski slopes.

He also has four planes that can be leased and a tow plane for gliders. Fourteen new hangars will be completed within a few weeks and they are all spoken for.

Heber Valley Fly-In This Weekend

9-20-89

The public is invited to the Fourth Annual Beehive State Experimental Aircraft Association (EAA) Fly-In this weekend at the Heber City Airport. All types of flying machines will be displayed and demonstrated, including custom built experimental crafts, ultralights, antiques and classics, gyrocopters, and warbirds. 500 participants are expected to fly into Heber City for the event and U. S. Sen. Jake Garn will present the awards to the winners, Saturday afternoon.

All the aircraft are "home-builts." The highest aircraft technology has

come from the homebuilders, said Lee Rowser, Hi Valley Aviation, the airport's fixed base operator. He cited as an example the Voyager, a home-built aircraft that gained international attention when it flew around the world a few years ago. It was constructed of a graphite composite which wasn't developed by an aircraft manufacturer, said Rowser.

"The aircraft manufacturers are still building Model-T's," he said. "They have not changed aircraft designs or engines since the 40's."

The home-built airplanes are by

far faster and more beautiful, with higher workmanship, than any factory-built airplane. These are not Wright Brothers airplanes. They're got airplanes that do 300 mph on 200 horsepower. To get that much horsepower out of a factory airplane, there's nothing in a single-engine that will do it. They have to go into the turbo-props to get as fast as these little home-builts.

"The fly-in is for the public. It's not just for these guys themselves. They want to show off their planes to the public."

Continued on Page 3A



The Wasatch County Commission hosted a luncheon meeting at The Hub in Heber City on Monday for State Senators and Representatives, Utah Department of Transportation officials, County officials and representatives of local organizations. The out-of-town guests toured the Jordanville area, rode The Heber Creeper, and traveled through Provo Canyon, before having to make some decisions on issues related to those projects next January. The Commissioners also brought some of their concerns to the attention of the group, including development and management of The Creeper, State vs. County jurisdiction of Route A, and rural medical and hospital problems.

FLY-IN...

Continued from Page 1A

Admission is \$3 for adults, \$1.50 for children under 12, and \$10 per family. Auto parking will be free.

The schedule on Saturday is:

7:30 - 9 a.m., breakfast (public invited); adults, \$3, and children under 12, \$1.50;

9-10 a.m., aircraft show and tell;

9 a.m.-1 p.m., fly-bys and demonstrations of various aircraft;

10-11 a.m., landing contest;

noon-2 p.m., lunch (hamburgers and hot dogs for sale);

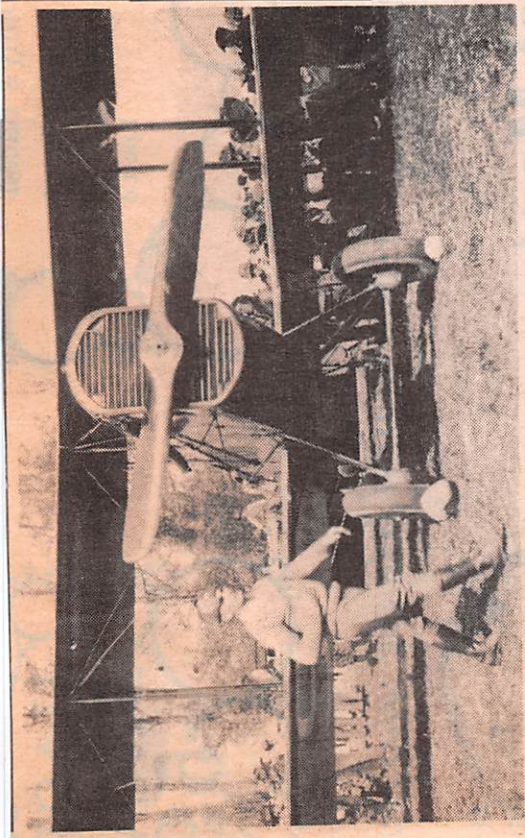
2 p.m., Grand Champion and Heber City and the airport.

awards for the best aircraft in each category presented by Sen. Garn;

Glider and airplane rides will be available at the airport all day; provided by Hi Valley Aviation;

Federal Aviation Administration seminars will be also held Saturday morning.

One fourth of the gate proceeds will go to the Utah State EAA Sport Aviation Assn., a non-profit organization, to finance its fly-ins. One fourth will go to the Chamber of Commerce, and one half to Heber City and the airport.



First airplane that landed in Heber May 23, 1922. Drivers, Mr. Maughan and Mr. Morgan. They stayed overnight and lit in Clyde's field. The plane is 42 ft. by 29 ft. and is made out of linen covered with drab paint. It is a WWI Curtis Jenny. If a pinhole gets in it, the plane is spoiled.

—Submitted by Roberta Larsen

10-18-89

Airport Contract Renewed. Business Is Good.

1-10-90
The Heber City Council approved a five-year renewal of its contract with Lee Rowser who has been the fixed base operator at the facility for two years. He reported that airport business is growing and that he plans to continue to improve and expand the facility. He also said he doesn't think an airport will be built at Park City.

When Rowser took over, there were only three aircraft permanently based at the airport, but now there are more than 40, including gliders. There have never been more than seven powered planes based at the airport in its history. Even so, Rowser said the operation hasn't been very profitable so far because of the improvements he has had to invest in. But he said 1990 "looks good."

Some of the improvements during the past two years the tarmac and parking lot have been resurfaced, 15 new hangars have been built and another 20 have been approved by the City. But Rowser said he needs 10 more, and that there is plenty of room for them.

He said he was fairly certain an airport won't be built at Park City because there are winds of up to 125 mph at the proposed site. The terrain at another site that once was considered is not suitable for take-off. Therefore, he said Park City people, who have been waiting for an airport in their area, will most likely come to Heber City.

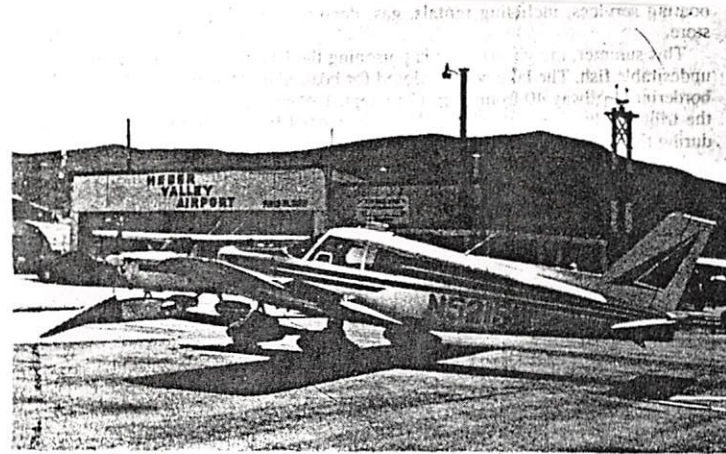
One jet per week uses the Heber City airport during the winter months, and Rowser said when the

runway expansion is completed, it will be possible for jets to use it all year round.

He said airport users spend a "substantial amount of money" in Heber City. He said he does his best to get visitors to stay in Heber City, and that most of them do. He estimated that about 25 percent of those who come to ski in Park City are also staying in town, buying food and gas here, and renting cars to get to the ski slopes.

Rowser operates an independent car rental business, which he said even local people take advantage of when their own cars are being repaired.

He asked the Council to consider constructing a new terminal building sometime during the next several years. He said it was built in the 40's, and he remodeled the interior, but the exterior is an "eyesore." Worst of all the ground slopes down to the building, causing flooding of as much as four inches, he said. He said a construction loan could probably be paid back from hangar rentals, particularly if he can get some long term leases.



Heber City Report

Airport Road Contract Awarded

7-25-90

The airport access road will be paved during the next month at a cost of \$35,856. Construction on the runway, to lengthen it, will begin later this summer and be completed next spring.

Miller Paving, Murray, has been awarded the bid to pave the access road to the Heber City airport for \$35,856. The next lowest bid, for \$39,460.80 was submitted by Geneva Rock Products.

Randy Freston, Uintah Engineering, had estimated the cost of the project at \$35,386.00. He said it would take about three weeks to pave the road.

The bids for extending the airport runway will be opened Aug. 21. Preliminary work and preparation will begin this summer but the paving will not be done until next spring.

Bids for new police cars were also opened. However, because the dealers have not received the prices of the 1991 models, only one submitted a bid and it included only estimates.

Since the estimates indicated the price of the cars would be more than the city expected to pay and no

firm bids could be submitted, the city council tabled the matter.

The council approved a request by Leslie Young for a zoning change from R-3, residential, to I-1, industrial, at the corner of 100 South and 500 West, in order to set up a bed-and-breakfast business. Lincoln Rasband said the change would help correct some spot zoning in the area.

He said the planning commission unanimously recommended the change, partly because of the possibility that U.S. 40 could one day be realigned to west of the area and 100 South could connect the highway to the city. Therefore, he said all of 100 South might eventually be rezoned for commercial and industrial use.

The council's approval was contingent on the approval of the city attorney. The change will not be final until after a public hearing.

